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REPORT NO

## INFORMATION REPORT

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SUBJECT Aircraft and Air Force Installations Observed At Moscow/Hamenskoye and the Tsagi Plant

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1. The Tsagi Plant and several airfields were located in, or in the immediate vicinity of, Stakhanova (Zhukovski) (55°33' N/58°08' E). (1)
2. The Tsagi plant covered an area about 600 meters square, surrounded by a fence, and with guard detail of 20 Soviet Air Force men.
3. Motor noises heard day and night indicated that there was a test stand at the plant. (2)
4. The work force was estimated at 1,500 laborers working day and night shifts. Seventeen German specialists worked at the plant and lived with their families in the settlement. They asked German PWs to give information about their forced deportation to people in the western zones. The engineers did not mention their names.
5. It was believed that jet aircraft with swept-back wings and high rudder assembly were manufactured in the plant. This belief was supported by aircraft shipments leaving the plant and by observations of jigs and fixtures seen through the plant windows. During a two-week period of observation three aircraft were seen being towed by trucks in the direction of the airfield. Aircraft wings arrived by rail and occasionally also by truck. (3)
6. The factory airfield was located about 300 to 1,000 meters east of the Tsagi plant. There was a strip of woodland, about 300 meters wide, between the plant and the airfield. The airfield was never entered but observed.
7. Flights with aircraft of type I and type II with single take-offs and landings were observed. These flights started about 6 a.m. and lasted until 8 or 9 p.m. Type I was faster and more maneuverable than type II. Flying time was slightly more than 30 minutes. This type plane had a very good climbing ability. After a short power dive they climbed at an angle of about 60° to 70° until they were barely visible. This steep climbing was usually followed by a dive.

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from which the plane pulled out at an altitude between 300 and 600 meters. In addition to these flight maneuvers, loops, rolls, turns and spins were observed. There were never more than five or six aircraft simultaneously in the air. Flying activity with this type aircraft was observed until September 1949. Type II had approximately the same features as type I. Flying with these aircraft was seldom observed. The maximum number of aircraft simultaneously aloft was three. (3)

8. One accident was witnessed and the pilot descended by parachute. Soviets said that three pilots had died in crashes at the Stakhanovo airfield.

9. Another airfield near Stakhanovo was never entered [redacted]

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[redacted] Located about 15 kilometers north of Stakhanovo, it had a length of approximately 1,200 meters. The airfield was occupied by about 15 to 18 twin-engine planes, 5 to 6 aircraft with in-line engines, and about 10 small biplanes. (4) All planes were parked outdoors. [redacted] that this airfield ranked as the thirteenth civilian airport of Moscow. There was much daytime flying and some night flying.

10. It was assumed that the twin-engine aircraft were commercial planes flying on scheduled routes. The number of take-offs and landings was estimated at 25 in a 24 hour period. The planes approached the field from the south-east, extended their landing gears when flying over the weather station at an altitude of 100 to 200 meters, turned slightly to the northeast and finally landed from this direction.
11. The fighters with in-line engines flew only on bright days. Mostly one, but sometimes two or three airplanes, did stunt-flying, with a flying time of about one hour.
12. The biplanes made single take-offs and departures in various directions. Their return after an extended period indicated that the planes were courier aircraft. About ten take-offs and landings were observed every day.
13. A meteorological station was under construction on the edge of Zhukovski. The installation was not completed by September 1949. (5)
14. The following aircraft were observed at Stakhanovo: rocket-powered planes; a plane similar to the FW-190 and with two auxiliary rockets mounted under the wings; a two-engine rocket-jet plane with double rudder assembly; a plane with two turbo-jet power plants mounted under the wings; a four-engine plane with nose wheel; a plane with a tube mounted over elevator assembly; a plane with single jet and swept-back wings; a parasite fighter or missile; and an unusual design with power plants mounted on each side of fuselage and extending back to base of rudder assembly. (6) and (7)

#### Comments.

- (1) For layout sketch showing air force installations at Stakhanovo, see Annex 1.
- (2) For sketch dealing with the Tsagi Plant, see Annex 2.
- (3) For sketches of these planes, see Annexes 3 and 4.
- (4) For sketch of twin-engine plane, see Annex 5. For sketch of plane with in-line engines, see Annex 6.
- (5) For sketches dealing with the meteorological station, see Annex 7.
- (6) For sketches of these aircraft, see Annexes 8 through 16. The rocket-powered plane is an He-163 design. The plane that is similar to the FW-190 is probably a special version of the LA-9, equipped with two auxiliary power plants of type V, Chelomey. The two-engine rocket-jet plane is believed to be the type 9 twin-engine turbojet bomber, rather than type 17; press reports indicate that the type 9 is the TU-4. There are two types of planes which were observed with turbojet power plants under the wings; one has a cluster of three turbojet engines under each wing, and the other four turbojets fitted separately, but the planes cannot be identified. The tube mounted on the elevator assembly might be connected with a diving test with an intermittent jet. The plane with

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the power plants mounted on both sides of the fuselage was mentioned previously. [REDACTED]

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- (7) This report generally agrees with previous information on location, installations and work force at the Stakhanovo test plant. [REDACTED]

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16 Annexes:

- (1) Layout Sketch of Air Force Installations at Stakhanovo.
- (2) Sketch A: Tsagi Plant at Stakhanovo
- (3) Aircraft Shipments Observed at the Tsagi Plant in Stakhanovo
- (4) Aircraft Observed at Stakhanovo (Type II)
- (5) Aircraft Observed at Stakhanovo (Type III)
- (6) Aircraft Observed at Stakhanovo (Type IV)
- (7) Sketch A: Lkhukovski (Stakhanovo) Meteorological Station (and Sketch B)
- (8) Rocket Powered Aircraft Observed at Stakhanovo Airfield
- (9) Aircraft Observed at Stakhanovo
- (10) Aircraft Observed at Stakhanovo
- (11) Aircraft Observed at Stakhanovo Airfield (Sketch A and B)
- (12) Aircraft Observed at Stakhanovo Airfield
- (13) Aircraft Observed at Stakhanovo Airfield
- (14) Aircraft Observed at Stakhanovo Airfield
- (15) Aircraft Observed at Stakhanovo Airfield
- (16) Aircraft Observed at Stakhanovo Airfield.

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